

## **EMERGENCY PROCEDURES**

**1985 Cessna 182R N9438X**

**Bold-faced type are immediate action items which should be committed to memory.**

### **Engine Failure During Takeoff Roll**

1. **Throttle** ..... **Idle**
2. **Brakes** ..... **Apply**
3. Wing Flaps ..... Retract
4. Mixture ..... Idle Cut Off
5. Ignition Switch ..... Off
6. Master Switch ..... Off

### **Engine Failure Immediately After Takeoff**

1. **Airspeed** ..... **75 KIAS (Flaps Up)**  
**70 KIAS (Flaps Down)**
2. Mixture ..... Idle Cut Off
3. Fuel Selector ..... Off
4. Ignition ..... Off
5. Wing Flaps ..... As Required (Full Recommended)
6. Master Switch ..... Off

### **Engine Failure During Flight (Restart)**

1. **Airspeed** ..... **75 KIAS**
2. **Carb Heat** ..... **On**
3. **Fuel Selector** ..... **Both**
4. Mixture ..... Rich
5. Ignition ..... Both (or START if propeller is stopped)
6. Primer ..... In & Locked

### **Forced Landing w/o Engine Power**

1. Seat, Seat Belts, Shoulder Harnesses ..... Secure
2. Airspeed ..... 75 KIAS (Flaps Up)  
70 KIAS (Flaps Down)
3. Mixture ..... Idle Cut Off
4. Fuel Selector ..... Off
5. Ignition ..... Off
6. Wing Flaps ..... As Required (Full Recommended)
7. Master Switch ..... Off
8. Doors ..... Unlatch prior to Touchdown
9. Touchdown ..... Slightly Tail Low
10. Brakes ..... Apply Heavily

### **Precautionary Landing With Engine Power**

1. Seat, Seat Belts, Shoulder Harnesses ..... Secure
2. Airspeed ..... 75 KIAS
3. Wing Flaps ..... 20°
4. Select Field ..... Perform Fly Over Inspection
5. Electrical Switches ..... Off
6. Flaps ..... Full on Final Approach
7. Airspeed ..... 70 KIAS
8. Avionics & Master Switches ..... Off
9. Doors ..... Unlatched Prior To Touchdown
10. Touchdown ..... Slightly Tail Low
11. Ignition Switch ..... Off
12. Brakes ..... Apply Heavily

### **Engine Fire During Start**

1. **Continue Cranking Engine**
2. If Engine Starts: ..... Power 1700 RPM for a few minutes
3. Engine ..... Shutdown and Inspect If Engine Fails to Start:
4. **Throttle** ..... **Full Open**
5. **Mixture** ..... **Idle Cut Off**
6. **Cranking** ..... **Continue**
7. **Fire Extinguisher** ..... **Obtain**
8. **Master/Ignition/Fuel** ..... **Off**
9. **Fire** ..... **Extinguish**
10. Fire Damage ..... Inspect

### **Engine Fire in Flight**

1. **Mixture** ..... **Idle Cut Off**
2. **Fuel Selector** ..... **Off**
3. Master Switch ..... Off
4. Cabin Heat & Air ..... Off (Except Overhead Vents)
5. Airspeed ..... 100 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.)
6. Forced Landing w/o Engine Power ..... Execute

### **Electrical Fire in Flight**

1. **Master Switch** Off (Leave Ignition On)
2. **Vents/Cabin Air/Heat** ..... **Closed**
3. **Fire Extinguisher** ..... **Activate**

**Warning**  
**After discharging an extinguisher within a closed cabin, ventilate the cabin.**

4. Avionics Power Switch ..... Off
  5. All Other Switches (Except Ignition) ..... Off
- If fire appears out and electrical power is necessary for continuance of flight:
6. Master Switch ..... On

7. Circuit Breakers ..... Check for Faulty circuit (Do Not Reset)
8. Radio Switches ..... Off
9. Avionics Power Switch ..... On
10. Radio/Electrical Switches ..On one at a time w/ delay after each until short is localized.
11. Vents/Cabin Air/Heat ..... Open when it is ascertained that fire is completely extinguished.

### **Cabin Fire**

1. Master Switch Off (Leave Ignition On)
2. Vents/Cabin Air/Heat ..... Closed
3. Fire Extinguisher ..... Activate

**See Warning at Electrical Fire in Flight**

4. Land ..... As soon as possible and inspect damage

### **Wing Fire**

1. Pitot Heat ..... Off
2. Navigation Lights ..... Off
3. Strobe Lights ..... Off
4. Landing/Taxi Lights ..... Off

**Note**

Sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.



### Icing

1. Pitot Heat.....On
2. Turn back or change altitude to obtain an outside air temp that is less conducive to icing.
3. Pull cabin heat control to full out and rotate defroster control clockwise to obtain maximum defroster airflow.
4. Increase Engine Speed to minimize ice build-up on propeller blades
5. Watch for signs of carburetor air filter ice and apply carburetor heat as required. An unexplained loss of manifold pressure could be caused by carburetor ice or air intake filter ice. Lean the mixture if carburetor heat is used continuously.
6. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
7. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher stall speed.
8. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
9. Open left window and if practical scrape ice from a portion of the windshield for visibility in landing approach.
10. Perform landing approach using a forward slip, if necessary, for improved visibility.
11. Approach at 80 to 90 KIAS depending upon the amount of accumulation.
12. Perform a landing in level attitude.

### Ditching

1. Radio ..... Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects..... Secure or Jettison.
3. Flaps..... 20° to 40°
4. Power ..... Est. a 300 FPM descent at 65 KIAS.
5. Approach  
High winds, heavy seas ..... Into the Wind.  
Light winds, heavy swells..... Parallel to swells.  
Note  
If no power is available, approach at 75 KIAS with flaps up or at 70 KIAS with 10° flaps.
6. Cabin Doors ..... Unlatch
7. Touchdown.....Level attitude at established descent rate.
8. Face ..... Cushion at touchdown with folded coat.
9. Airplane .....Evacuate through Cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
10. Life vests and raft ..... Inflate

**For all other  
Emergency  
Abnormal  
Procedures.  
See the  
POH  
Section 3.**

### Airspeeds for Emergency Operations

#### Engine Failure After Takeoff:

Wing Flaps Up -- 75 KIAS  
Wing Flaps Down -- 70 KIAS

#### Maneuvering Speed:

3100 Lbs -- 111 KIAS  
2600 Lbs -- 102 KIAS  
2000 Lbs -- 88 KIAS

#### Maximum Glide:

3100 Lbs -- 76 KIAS  
2600 Lbs -- 70 KIAS  
2000 Lbs -- 61 KIAS

#### Precautionary Landing With

Engine Power -- 70 KIAS

#### Landing Without Engine Power:

Wing Flaps Up -- 75 KIAS  
Wing Flaps Down -- 70 KIAS

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

I certify this checklist has been reviewed for accuracy.

//s/ Col. Dalton Smith

01/20/2006

Wing Director of Maintenance

Date